

## **Minutes of the Public Works Committee - August 10, 2006**

The meeting was called to order at the Huber jail facility at 8:30 a.m. by Chair Herro.

**Present:** Chair Ken Herro, County Board Supervisors Joe Marchese, Karl Nilson, Fritz Ruf and David Swan; **Absent:** Jeff Morris and Peter Wolff

**Staff Present:** County Board Chief of Staff Lee Esler, Minutes recorded by Sandi Meisenheimer of County Board Office

**Also Present:** Supervisor Genia Bruce, Senior Civil Engineer Karen Braun, Principal Assistant Corporation Counsel Debbie Price, Senior Civil Engineer Paul Barthel, Supervisor Bonnie Morris, (Captain Meg Schnabl and Building Operations Supervisor Jim Elsbury conducted tour)

**Public Present:** Don Filardo of Pewaukee, City of Pewaukee Police Chief Gary Bach

### **Read Correspondence**

Article dated 8/2/06 from the Milwaukee Journal Sentinel entitled "Railroad commissioner cited after clash."

### **Future Agenda Items**

1. Esler said there are two separate bids that need approval so a meeting will be necessary before the next County Board meeting on August 22, 2006. One of the bids is for tile replacement in the courthouse and the other is the North Prairie Substation salt shed remediation. An 8:00 a.m. start time was suggested.
2. Esler suggested a report on how the various county buildings fared during the excessive rainfall.

### **Approve Minutes of July 20, 2006**

**Motion:** Ruf moved, second by Swan, to approve the minutes of 7/20/06. **Motion carried 4 – 0.**

Supervisor Marchese arrived at the meeting at 8:37 a.m.

### **Report by Supervisor Genia Bruce on the Airport Commission Meeting of August 9, 2006 and Other Relevant Airport Issues**

Bruce gave an overview of activities at the airport and covered the following: 18/36 runway reconstruction which started in July, airport was shut down on July 17 from 7:00 p.m. to 5:00 a.m. for construction on 18/36 runway; construction has started on the airport parking lot; expect two new hangars to go up in near future; need to seriously consider options in the future to acquire new land; focus lately has been on the budget and strategic planning; small problem with flooding in the control tower 2-3 weeks ago when the heavy rain occurred, and relocation of storm sewer lines will be completed in late September.

Herro asked about fuel usage. Bruce said the airport is taking a hit because of rising costs. She stated that compared to July of last year, there has been a 23.7% decrease in activity and a 7.71% decrease in fuel flowage.

Esler said the Airport Commission would make its annual report to the Board on August 22. Herro suggested that Bruce appear on a quarterly basis to give updates to the committee.

### **Consider Sale of Excess Right of Way, Parcel 2, CTH L - Janesville Road (S67 W4780 Janesville Road, Muskego)**

Braun and Price were present to discuss the Offer to Purchase. Braun said the financing fell through for the buyer so the agreement was in default. They came back with a new offer but with two names on it (Wayne Bushberger and Lynn Kurer). It also is a cash offer so financing is not involved this time. Price added that this is probably an offer with better terms than the previous offer the committee approved. Swan asked if there was an appraisal. Braun said there was an appraisal a few years ago when the property was purchased. At the time there was a house on it and a lot more land for an appraisal of about \$150,000. At the present time they used a market analysis and looked at what other parcels are going for in the area. This parcel is in the Tess Corners Historic District which was part of the problem. There was only one offer.

**Motion:** Marchese moved, second by Ruf, to approve the Offer to Purchase of excess right of way, Parcel 2, CTH L – Janesville Road (S67 W4780 Janesville Road, Muskego) in the amount of \$72,500. **Motion carried 5 – 0.**

**Consider Proposed Ordinance: 161-O-032 Establishment of Speed Zone – CTH D, Town of Ottawa, 45 Miles per Hour (AND) Consider Proposed Ordinance: Establishment of Speed Zone – CTH SS, City of Pewaukee, 45 miles per Hour**

Barthel said the Public Works Department is not presenting an ordinance on CTH SS. He was asked to write an ordinance and provide the ordinance but not to bring it forward. He gave the ordinance and the map to the County Board office to be given to Mr. Herro.

Esler said these two speed zone requests are from the committee and are opposed by the Public Works Department and the Administration. Esler said the committee can consider CTH SS before the County Board meeting on August 22, and it also can be on the County Board agenda of August 22 as well.

Discussion continued on CTH D. Barthel said they were contacted by letter by the Town of Ottawa requesting that the speed limit be looked at on CTH D between STH 67 and CTH C. They did a speed study, and the 85<sup>th</sup> percentile speed was 55 mph. It does not meet any of the statutory density requirements for an outlying district, and also the road is fairly straight with a few small hills. Where there are small hills and hidden driveways there are signs for those driveways. Barthel said they concluded that the existing speed was appropriate, and they sent a letter to the Town of Ottawa stating same.

Nilson said he has driven that piece of road many times and actually it is not even posted at 55 mph. The people are driving 55 mph and that's what it should be. It is perfectly safe. Nilson said people are not out to have accidents. They drive at what they feel are reasonable and prudent speeds, and there haven't been any accidents on that road. Barthel said the only accidents have been deer hits.

Supervisor Bonnie Morris said she was asked by Town Chairman Dick Arrowood to see what she could do to get the speed limit reduced. The residents want the speed reduction, and the people who live on the road are very concerned as they feel it is very unsafe. Also, all of the other county highways in the Town of Ottawa in that area have a posted speed of 45 mph. This is the only stretch that is 55 mph. Morris said in cooperation with the Town she is asking the county to oblige with their wishes and change the speed to 45 mph.

Ruf said he drives on SS daily. When the speed limit was established, there were no subdivisions.

Now there are two fairly large subdivisions and a third smaller subdivision, and WCTC has probably doubled in size in that amount of time. There have been major changes to the area. Ruf said he strongly supports lowering the speed limit.

Chief Bach stated from what it was to what it is now, there has been considerable change. It is about 1.2 miles in length and has a very high volume of bikers and joggers with the potential for accidents. There are 4 entrances to subdivisions, 2 entrances to WCTC, and he has spoken to city officials who through a resolution support the speed reduction.

Don Filardo of Pewaukee said SS between G and T where Deerhaven Drive crosses over into Steeplechase, there is timber on three sides. If there ever is an accident there, the cars will be totaled. A map of the area that Filardo drew was distributed. Marchese said he is very concerned about safety in the area, but at the same time people are going to have to learn to drive the speed limit.

At this point, Herro asked that the discussion focus on Ordinance 161-O-032 (CTH D in the Town of Ottawa). Herro asked if the 85<sup>th</sup> percentile is at 55 mph, what is it at 45 mph? Barthel replied that the 50% operating speed is 49 mph so 45 mph and lower is about 29%.

**Motion:** Swan moved, second by Ruf, to approve Ordinance 161-O-032: Establishment of Speed Zone – CTH D, Town of Ottawa, 45 Miles per Hour. **Motion defeated 2 – 3; Herro, Marchese and Nilson voting no.**

Referring back to Highway SS in the City of Pewaukee, Barthel said there actually were three speed studies done. The study done this past May showed the 85<sup>th</sup> percentile at 59 mph. Also at that time they did an accident history and looked at the engineering on the roadway, which is straight and flat with wide shoulders and is one of the few-engineered highways in the county that was designed for the speed posted. They also looked at the accident histories at the subdivisions, and there were a couple of accidents. They also looked at driveway safety and over the 1.2 mile stretch of roadway, there are six driveways which they feel is a very minimal number of driveways. The access points to the Steeplechase and the Deerhaven Subdivisions were engineered and designed for 55 mph.

Barthel said he also did a speed study on Highway T that is posted at 45 mph (entrance to GE). Part of their contention as a department is that speed limits should be posted and traffic will dictate what the speed will be. Traffic will drive whatever feels comfortable no matter what speed limit is posted. The 85<sup>th</sup> percentile on T was 61 mph, even though it is posted at 45 mph, which is telling him that the speed limit is too slow. Ruf said he is not here to argue with the engineers but it is not all about mathematics. The residents have a legitimate concern about the speed and the danger of getting on and off of that stretch of road.

Herro said this issue would be scheduled next Tuesday (August 22) at 8:00 a.m. (before the County Board meeting).

#### **Status Update on Activities of the Wisconsin River Rail Transit Commission**

Nilson gave an overview of the Commission. He stated that the Wisconsin River Rail Transit Commission deals with the railroads in southern Wisconsin from Prairie du Chien down to Fox Lake, Illinois and up to Kiel and Oshkosh. It also goes through Waukesha and serves a couple of

businesses. He said this is our connection to the outside world via the rail, and Waukesha County's contribution is \$30,000 per year to keep this whole network running. Nilson said they just had a commission meeting last week on August 4. The chairman recently passed away so Nilson, as first vice-chair, is now the acting chair of the commission.

Nilson said basically the tracks are the old Milwaukee Road tracks that were abandoned. The State took them over and formed the commissions to represent the different counties. The roadbed belongs to the State, and the tracks, ties, switches, running gear, bridges, etc., belong to the commissions and counties collectively. The State funds 80%, the railroad kicks in 10% and the commissions contribute the remaining 10%. Nilson said he would provide maps of the system to committee members.

Esler referred to the invoice for this year's contribution of \$26,000 from the county that was authorized by DOA Director Norm Cummings. These funds are in the non-departmental budget.

#### **Tour of Northview's Huber/Building/Grounds**

The committee went on a tour of the Huber facility with Captain Schnabl and Building Operations Supervisor Jim Elsbury. Also in attendance were Lee Esler and Bonnie Morris. Nilson and Marchese did not attend the tour.

#### **Correspondence**

Esler said he continues to attend meetings on the West Waukesha By-pass with the City of Waukesha, State Department of Transportation and the Waukesha County Public Works Department.

**Motion to adjourn:** Swan moved, second by Ruf, to adjourn the meeting at 10:27 a.m. Motion carried 5 - 0.

Respectfully submitted,

Joe C. Marchese  
Secretary

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